

Triumph Mayflower Club



SPRING ISSUE 2012 No. 140



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope
Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day

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Cover: Picture of the inside of a Mayflower found in Zimbabwe by Bill Moore, see page 4 for more details

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Editorial

Dear club members,

Many thanks for all the articles you have sent in, two of them are even from the other side of the world! As you will read it is a very international edition on the *Flower Power*.

In this magazine you will find a great article from Tony Mondello, one of our Australian members. Next to his life with his Mayflower it gives you an insight about life in Australia around Christmas. I guess that for some of the readers whose primary language is not English you will learn some new words as well (at least I did).

If your Mayflower is losing its oil pressure you have to read John Leslie's article (*Trials and Tribulations*). I happen to own a Massey Ferguson TE20 tractor as well and never knew it actually shared parts with the Mayflower.

I have received an interesting article on overseas built Mayflowers from our Dutch member Nico Poortvliet. You will find the details in his article: *Mayflowers from Nessonvaux*.

Next to Australia, New Zealand and mainland Europe I have received an article about a Mayflower in Zimbabwe from Paul Norton! If anyone has info on the current whereabouts of this car please let us know!

I have also received a restoration update from Neil Teage, if anyone can give him advice on brake piston seals please inform Neil.

Last but not least some information on Earls Court motor show DVDs of the 1950s. The sometimes-mythical tourer pops up again.

I really enjoyed editing all your articles and I do hope you will enjoy reading them as much as I did.

Hopefully we will soon enjoy some great driving weather on this side of the world as well!

Enjoy reading and please keep on writing!

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are June 1, 2012; September 1; and December 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

CLUB REGALIA

Base Ball Cap	£6.00
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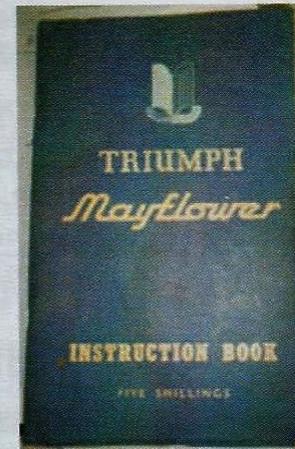
Available from:
Malcolm Barnsley
Barnowls, 11 Southey Way
Larkfield, Aylesford, Kent ME20 6TS
Tel: 01732 849140

Welcome

On behalf of the club welcome and happy Mayflowering to our new members:

- 1151 Martin Firth, 93 Darcy Rd, Selby, N Yorks
- 1152 Bernard Long, 17 Broadmeadow Lane, Stratford-on-Avon, CV37 9FD

Instruction Handbook



Copy of the original Handbook priced at £8.00 (Part No. TMC 152). Available from the Spares Secretary

Letters

Mayflowers on 1950s DVDs

Dear members,

I recently purchased a DVD of extracts from the Earls Court motor shows of the 1950s, as this period was when I passed my driving test and had my first encounter with the Mayflower.

At the time I was a £52 12s 6d (£52.12 1/2) a year electrical apprentice and being driven to a job by my boss when this (in my eyes) thing of beauty came sailing by. A gleaming black Triumph Mayflower, I was smitten and have been ever since.

The first Mayflower I purchased (a 1951 model) in 1960 was reputed to have been on the Triumph stand at Earls Court in 1950 or 1951, this coming from the main dealer of Standard Triumph in Gloucester from whom I purchased the car.

The first registered owner was Standard Triumph, the vehicle registration number was LHP 776. Which at that time I believe was a Birmingham registration?

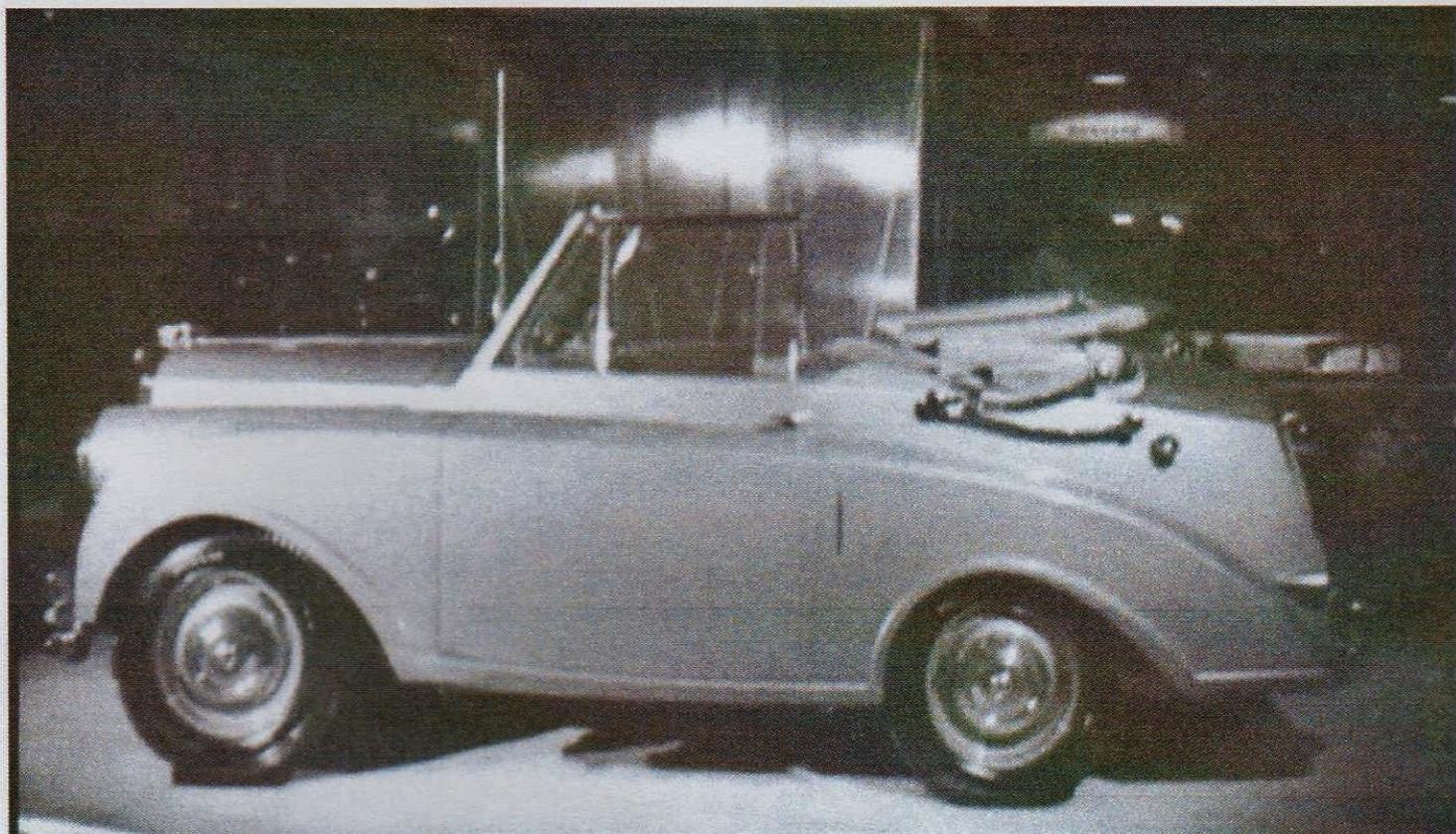
However, back to the DVD. I was hoping for some shots of a

Mayflower when low and behold up pop some rather splendid shots of the sometimes-mythical tourer.

I took two shots off the computer hence the poor quality. The Mayflower saloon is also on view. If anyone would like to purchase the DVD or the 1960s shows DVD you can do so by the following: Tel: 01952 510053; E-mail: info@awardmedals.com; Post: Award Production Ltd, PO Box 300, Shrewsbury SY5 6WP, UK.

The code for the 1950 DVD is MS50, the 1960 DVD is MS60.

*Best whishes,
A.E. Holford*



Letters**Found in Zimbabwe**

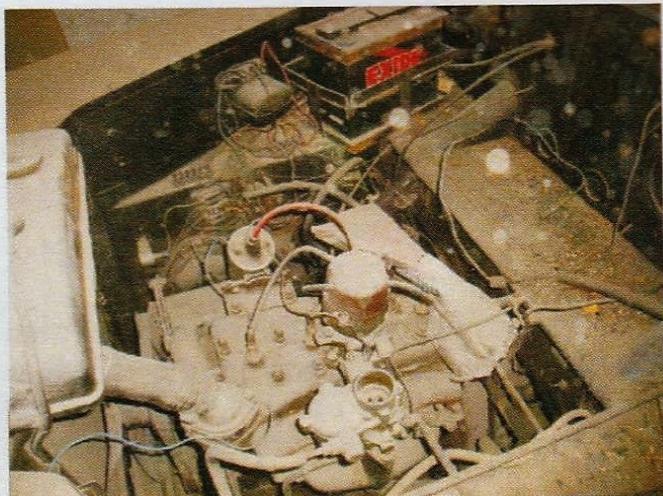
Dear John (Gogay),

By the way I have bought a second Mayflower which I do not think I have informed the club of. It was languishing in the corner of a panel-beaters and was part of a deceased estate. I now think I have the only two Mayflowers in Zimbabwe.

I have included a few photographs of it at JR Panel Beaters.

She was neglected . . . sitting in a corner full of dust. I did my best with the photos.

*Regards
Bill Moore, Zimbabwe*



An update from Australia

by Tony Mondello, January 2012

HELLO FELLOW keepers of the Mayflower, a couple of days ago I got my copy of the Winter Edition of *Flower Power*. As I sat reading in my singlet and shorts, pictures started forming in my mind of English Mayflowers safely ensconced in their winter quarters while the Atlantic storms gnawed away at the coastline of the Old Dart.

Here in Australia it is monsoon season and rivers are breaking their banks everywhere. People who live in these areas are being warned to watch out for stray crocodiles.

A mother in Queensland went to investigate a commotion and found a 12 foot python wrapped around her nine-year-old daughter. Sir Hiss was unravelled and released back into the bush where he could stay out of mischief.

A man was surf boarding off a NSW beach when a shark grabbed his arm. The victim landed the shark, a swift punch on the nose and headed for shore where he was lucky to make landfall with all four limbs still attached to his body, although the affected arm was lacerated to the bone.

Melbourne has been having 40°C temperatures and resulting bushfires. In the SW corner of the continent where I live the 40°C days will come in late January. Meanwhile though Perth has been struck by summer lightning storms.

One of these set fire to the bush surrounding Perth International Airport. The fire was so fierce and the resultant smoke so thick that all roads into the airport were closed. People wanting to catch flights out started abandoning their cars and walking through the smoke. The airlines helped by delaying departure times. I suppose they had to, otherwise they'd leave half empty.

None of that has had anything to do with cars. I just hope that English folk might be interested in some local "colour".

My Mayflower presently sports a new coat of two-pack, but no front, rear or side glass. Up until the evening of December 30 I would have proudly declared she was in good mechanical nick. Not so now though. But I'll come back to this.

One morning I opened the garage and noticed a suspicious three-inch diameter wet path on the floor under the rear of the car. Dave Walton will know what comes next. I did the simian thing. Rubbed my fingers in the path and smelled them. Sure enough petrol.

So, out with the tank and, between us, my daughter and I cleaned off the bituminous coating that someone had applied in the past, to reveal six or eight little pools of solder that had been used to fix previous leaks.

"Well," says I to me self, "I'll take it down to the radiator specialists. They're much practised in the use of lead solder." The radiator people duly examined the tank and declared that it was unfixable. That was a surprise and a disappointment.

A farmer friend told me that fibreglass resin could be used to fix pin-hole leaks in fuel tanks. So I telephoned the head office of the company that makes the resin. They said yes. There was no contraindication to using their resin in the presence of petrol. I gave this possibility some thought but could not get comfortable with the idea.

Opinion needed

Another opinion was needed, so I telephoned Peter Cooper in Perth. Peter is a Triumph specialist of many years standing. In Peter's opinion, if the tank had had so many repairs he guessed that the bottom of the tank was tissue paper thin, and the best thing to do would be to cut away the entire bottom of the tank and fabricate a new one. Two weeks and \$450 later I had the repaired tank delivered on Christmas Eve.

One of the first jobs I had professionally done on the Mayflower was to replace a blown head gasket. Some old codgers about the place have been telling me that Mayflowers were notorious for blowing head gaskets. (If Gerry Hacker No. 978 is reading this he will know where I'm going with this.)

In the interval between Boxing Day and New Year's Eve I had plenty of spare time so I refitted the newly repaired tank (which is about the limit of my spannering expertise). I

introduced a modest amount of fuel just in case Peter's welding proved porous. Am happy to report no dramas, although I have yet to fill the tank. Next an eggcup of petrol down the carbie and she spluttered into life.

Trial run

Because the car is unlicensed I had not ever yet taken it on the road, but today that little devil sat on my left shoulder and whispered. At this time of year a third of the population of Northam head for the Big City or the coast. The police would be mostly off duty resting up ready for New Year's Eve. Now would be a good time to go for a shake down cruise around the block. So daughter and I climbed aboard and off we went.

Big disappointment! I was battling to squeeze 25 mph out of it. Presently it began to miss as though starving for fuel, at which point I set course for home. We hadn't gone but a few yards when the motor died totally and we rolled to a graceful halt. In the deafening silence that ensued I became aware that I could smell boiling water! Got out for a "butcher's hook" and sure enough things were steaming nicely. And here was me thinking I had a simple fuel blockage problem.

I was so glad I had my daughter with me. Naomi is a thoroughly modern miss and sometime published author of sci-fi short stories. She has grown up in a good paddock with plenty of sunshine. The result to paraphrase the old song is that she's "very much good for pretty and pretty much good for strong."

So Naomi pushed from the back while I pushed on the 'A' pillar and steered with my left hand until we got to a decline whereupon we mounted all puffin' and sweatin' and left gravity to get us home. We swept gracefully into the back yard in a cloud of dust. Now tho' we needed some push power to get up an incline and into the shed.

Fortunately I operate a 30 room Guest House. Ergo with a lot of luck I can find someone to cagoule into helping at these times. Four people at the back with much grouching about how heavy this thing is and finally safely in the shed. Who was it remarked recently that there's never a dull moment when you own a Mayflower.

So the Mayflower sits up in the shed. No coolant visible in the top tank of the radiator

and no coolant discernable in the crankcase oil. Who knows what's going on? I haven't quite lost interest in old cars (yet) I'm starting to doubt my ability to keep up the money supply that's all!

As things stand I shall have to wait for my favourite mechanic who is Friend by name and friend by nature to get back from his Christmas holidays and sort this out for me.

Meanwhile I've got a question for the TMC. Has anyone anywhere in the world converted their Mayflower to run on batteries? It seems to me that the configuration of the Mayflower coachwork would make it ideally suited for this conversion.

Until next time I wish everybody happiness, health and prosperity.

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*From the
Spares
Secretary*

WANTED BUMBER BARS

My name is Gerry Morley from Hedge End, Southampton, England membership No. 1149

I wonder whether anyone has a front and rear bumpers to fit my 1953 Mayflower.

The ones on my car are presentable but are a bit bubbly and to get them chromed will cost an arm and a leg.

Please contact:
Gerry Morley
gerry.morley@btinternet.com

Letters

Restoration resumed

Dear Nico,

My last report on the ongoing rebuild of my Mayflower appeared in the spring issue 2009, since when very little more work has been carried out due my wife's illness and subsequent death in August 2009. What with the usual domestic chores plus redecorating, gardening, etc, it is only during the past few months I have once again started work in the garage.

Having previously rebuilt the front suspension on the passengers side, I have now completed the rebuild on the driver's side.

Next came the dismantling of the rear shock absorbers and brakes. The brake shoes appear almost new, although the brake cylinders were seized solid and required a considerable amount of work to release the cotter pins hold, with the hand-brake operating arm followed by the pistons and lower rubbers. Having cleaned everything up and honed the bores, everything went back into place with little trouble. The hand-brake operating arms now move freely.

The pistons have a square groove cut into the circumference which must have held a

rubber sealing ring, but none of my pistons still have these rings. I very much doubt that there are any spares for these and I may have to resort to making some. If any member has overcome the lack of such rubbers I shall be glad to hear from them with advice (telephone 01209 715325).

The hand-brake operating rods adjacent to the rear axle have been cleaned, painted and replaced, with the rear axle itself being cleaned of years of road grime, given where necessary a coat of anti-rust, red leaded and painted black. The same work has been carried out to the brake back plates and drums. The rear end is now looking so much better. A lot of work but well worth it. The inside of both front and rear wings have been red-leaded and given a coat of underseal.

The next chore is to manufacture new brake pipes throughout and hopefully a borrowed flaring kit will make this possible.

Thereafter, as far as I can tell at this stage, acquisition of a new wiring loom and fitting of same will be the order of the day, although in my case I should say 'order of the month'.

I sincerely trust that my next report will not be quite so long in forthcoming.

Yours sincerely
Neil Teague (1012)
Camborne, Cornwall

QUARTER LIGHT WINDOW RUBBERS

A few sets of Front and Rear Quarter Light Rubbers will become available in June

Although these sets are expensive at £138.00 for the rear and £142.00 for the front they will probably be the last the club will be able to have manufactured as the company is likely to cease production. To obtain a set

Contact:

The Spares Secretary - jgogay@aol.com

Trials, tribulations and a

by John Leslie, New Zealand - johnl@southnet.co.nz

A COUPLE of years ago I bought my second Mayflower and, on the 150 mile drive home, I was pleased to note that it had excellent oil pressure. However, about a year ago, I was returning home from a short trip and, as I entered my driveway, noticed that the oil pressure had dropped away to virtually nothing. As the engine was just on idle, I didn't worry too much about it but on subsequent (short) trips I again noticed that the oil pressure was unusually low.

Finally I decided to investigate by dropping the sump where, to my surprise, I found that every single one of the big-end split pins had broken off and were lying in the bottom of the sump. Actually this isn't quite the whole truth. One piece, at least, had been sucked into the oil pump where it cracked the female rotor hence the loss of oil pressure. Bugger !!



To cut a very long story short, I enquired of our spares secretary as to where I could get a new oil pump, no luck. I did however have a couple of used spares and so fitted one of these

- and new bearing shells, etc, etc. This gave me back some useable oil pressure (about 35 psi when hot and cruising) and I have been running like that for several months now. Incidentally, whilst lying under the car doing all this work I noticed a drip of green water coming down a cylinder into my eyes every five minutes or so but that is another story !

A few months ago I was relaying this oil pump issue to a very knowledgeable friend of mine who told me that a Massey Ferguson tractor had the same (Standard) engine as a Mayflower and was sure that an agricultural supplier could probably get hold of a new oil pump for me.

Unlikely as it seems, this is true (at least partially). The tractor engines are a larger bore and probably have several other differences too. The good news however is that they do have the same oil pump and that they are readily available. Actually this isn't quite the whole story, the oil pump male and female rotors are identical to the Mayflowers but the drive shaft, although the same diameter, is a bit longer.

Nevertheless I bought one, cut off the drive shaft, and had a new drive slot milled in the end. (If you decide to go down this route, but remove the rotor from the shaft rather than milling a new slot, DO NOT use a roll pin to re-attach the rotor. You will lose oil pressure straight from the discharge side of the rotor to the suction side. You must use a solid pin).

This has now been fitted to the Mayflower and all is well.

This leaves two questions:- Why did the split pins all fail and, How come a broken piece was able to get through the gauze strainer.

Split pins

Prior to me buying the car, its engine had been reconditioned at a 'recognised' garage. (I have all the receipts.) Maybe they fitted old split pins? Probably unlikely but not impossible. I did notice however that the split pins which failed were all a bit smaller in diameter than the holes in the big end bolts. My suspicion is that, because they were loose in the holes, they were hammering up and down thousands of times a

it of success



Picture 3

minute so eventually suffered from metal fatigue and broke off.

Gauze strainer

For some reason that escapes me, the gauze strainer is designed with a 'large' hole in it, see Picture 3, which show a spare, dirty, one, not the one fitted to the car. This hole is formed by a copper ring, crimped onto the centre of the gauze. In use, it is supposed to bear against the underside of the cruciform 'spider' and so prevent the ingress of solids. On my car the gauze had been deformed at some time, probably by a finger (?) and hence the pump was no longer properly protected.

The only reason I can think of for this design (other than a demented designer!) is that, if the oil at start-up is *very* cold and clogging the gauze, the gauze itself could be sucked back by the pump and this would allow oil to flow through the hole and thus feed the bearings. As the engine warmed, and the oil thinned, the gauze would return to its correct position just because of its springiness.

Irrespective of the reason, I don't want my gauze to have a large hole in it!

I therefore replaced it with stainless steel gauze from a flour sieve (or is it Flower sieve!?) which I stole from my wife's kitchen cupboard!!

All now seems well, and I look forward to our (Southern Hemisphere) summer and a (hopefully uneventful) trip to a large rally being held about 750 miles away in Wanganui, New Zealand.

For the benefit of others, the tractor in question is a Massey Ferguson TE 20 and the part number of the rotor pair is 827 501 M91.



(There was a brief mention of this tractor in *Flower Power* No 128).

Incidentally, while buying this rotor pair, it appeared from the computer display at the tractor 'shop' that several other tractors had a similar pump but again the drive shafts were different from the Mayflowers. Just to confuse the issue, when I look at the box my new rotor pair came in it bears the identification: Bare - Co, 080607AN, Batch B 2257, Rotor oil pump=MF petrol.

Someone may care to do a bit more research, (or even buy a few for the club??).

**DON'T FORGET THE
ANNUAL
RALLY
SUNDAY 15th JULY
BROUGHTON CASTLE
BANBURY**

Letters**Another
Zimbabwe car?**

Dear Nico,

While attending one of my regular steam rallies, 'The Bromyard Gala', I got talking to a Mr Thomas and after chatting about old cars in general he promised to send me some pictures of a Mayflower in Zimbabwe. Eventually an envelope arrived with the following story and pictures.

The car had been restored by the late husband of the lady (who used to live next door to the Mr Thomas in Wales) and she was enquiring about the costs of shipping the car back to the UK.

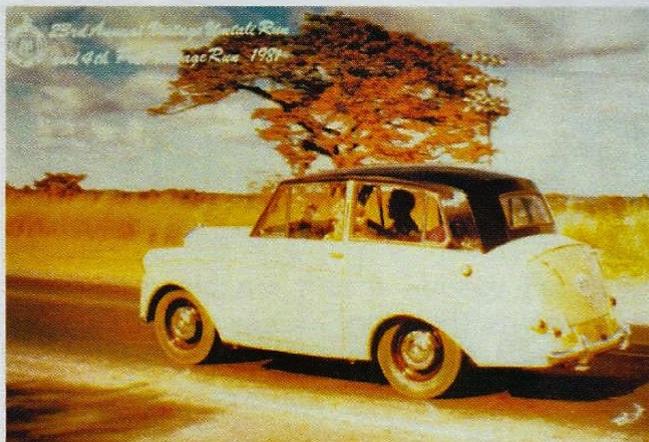
Unfortunately it was found to not be a viable proposition in lieu of the possible price achieved despite its superb condition.

The year of enquiry was 2003 and the cost of shipping via Durban\Tilbury was £1800 in total. The car was quoted as a 1951 sedan, engine No. TT3526E, chassis No. TT2393DL, registration No. 43 200F. Apparently the colour

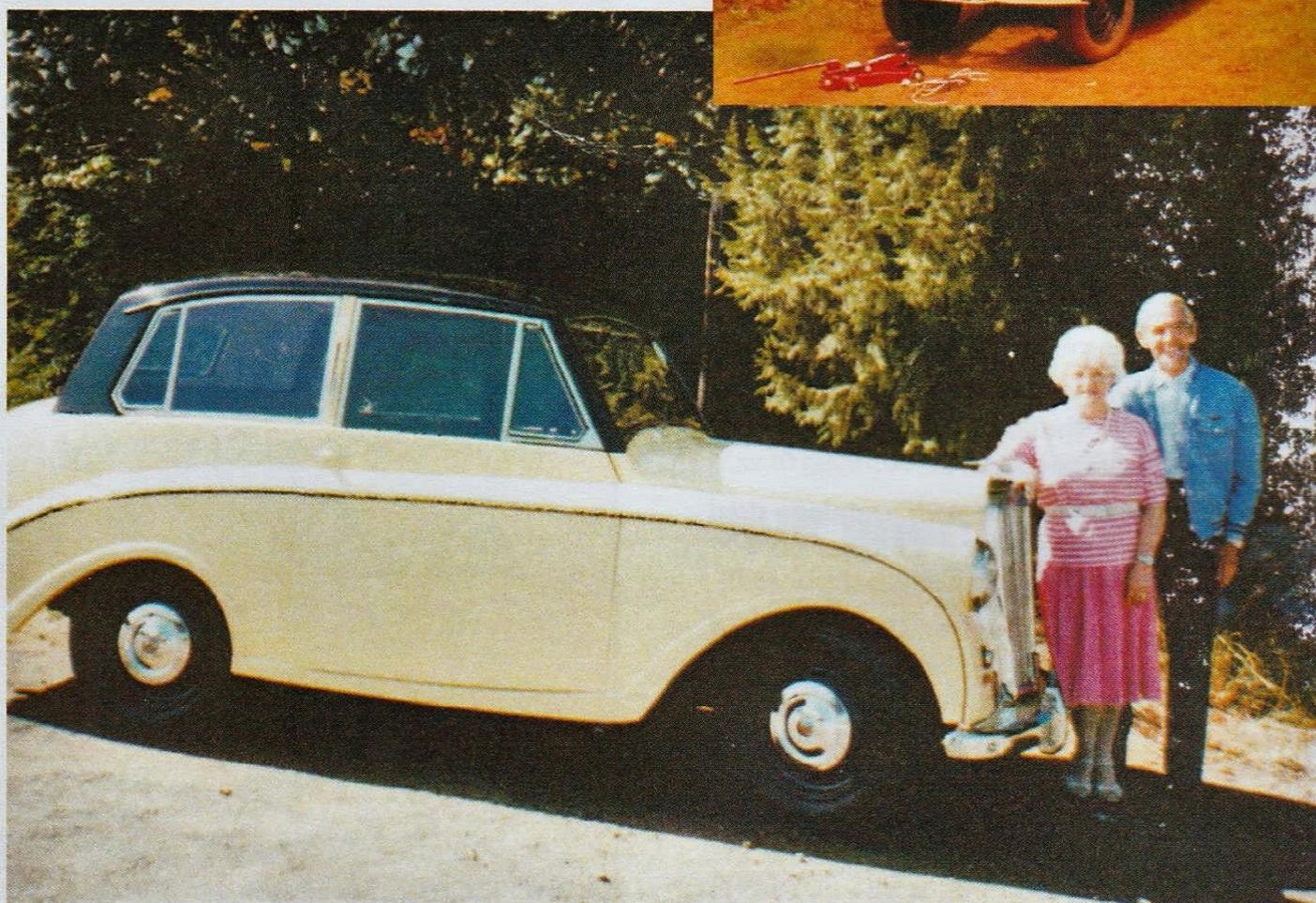
of the car was primrose with a black pinstripe certainly different!

I hope this proves of interest and I will follow the story up to see if Mr Thomas knows what eventually happened to the car.

Regards
Paul Norton



On a vintage rally in 1981



MOT exemption review

FBHVC Newsletter extracts

THE Department of Transport issued a consultation paper in November 2011 proposing as its preferred option a complete exemption from testing requirements for all pre-1960 vehicles, a far wider proposal than had been considered within FBHVC.

Other options being considered by DfT were complete exemptions for all pre-1945 vehicles and all pre-1920 vehicles, or do nothing.

The three-month consultation period was inadequate for FBHVC to employ its usual method to gain feedback on these wider proposals. Consequently, it was decided to gauge the views of enthusiasts by means of an on-line survey.

Over 4,000 responses were gathered. The survey enabled comment on the choice of cut-off date and those taking part were asked to indicate the age of vehicle they owned.

Summary of results

Nearly three-quarters of responses wish to see testing requirements for historic vehicles relaxed.

59 per cent support the government's preferred option of exempting all pre-1960 vehicles.

71 per cent believe historic vehicles in commercial use should be subject to testing

even if other pre-1960 vehicles are exempted; 14 per cent said commercial use should make no difference to testing requirements.

53 per cent said they would take their vehicles for a test if this could be done on a voluntary basis; 33 per cent said they would not seek a voluntary test.

The opinions and reasons for them were qualified in many of the responses with conditional statements that the choice only applied if various conditions were met. Most common were that there should be:

- * no risk of restrictions on use;
- * no risk of increased insurance premiums for untested vehicles;
- * no risk of insurers demanding (expensive) engineer's reports;
- * some facility for a formal standardised test to demonstrate roadworthiness.

The report will be published in full on the FBHVC website, www.fbhvc.co.uk, when the analysis has been completed.

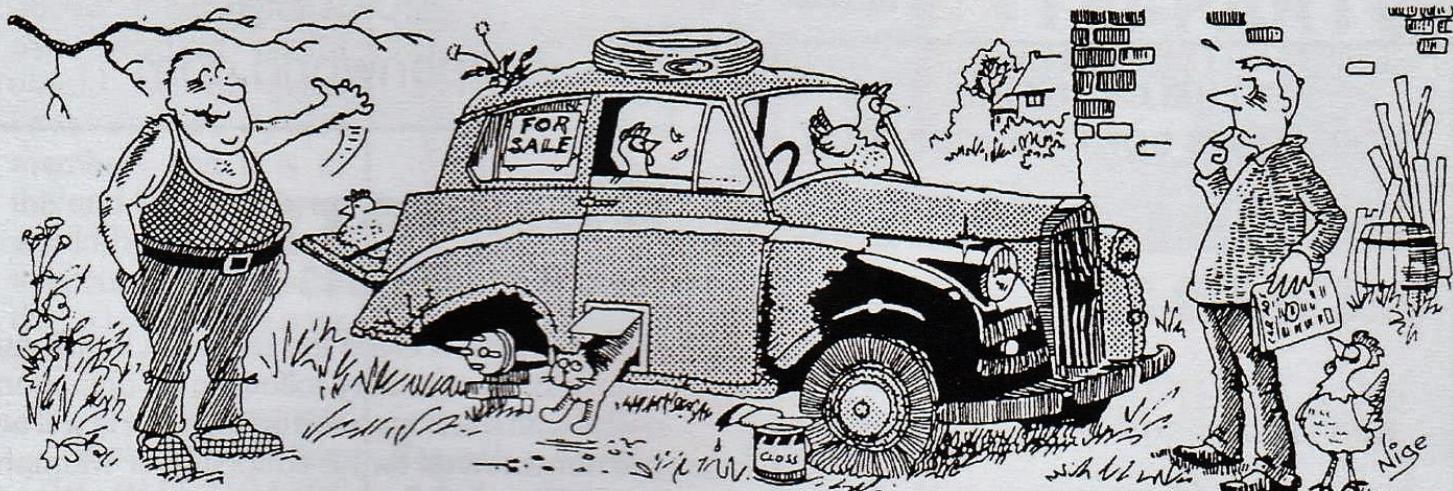
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Cross reference list

THE AUTOJUMBLE season is upon us once again and so to help you find all those much needed parts here is a list of parts with their cross reference numbers.

Description	Stanpart No.	Equivalent Part No.
Pistons	101215	Hepolite RSW11587 Sheepbridge/BHB SA151
Piston Rings	101216	Hepolite R3172
	102811	Hepolite RX3175 Cords 30 Cords 30R
Cylinder Liners	--	Hepolite FS 444
Main Bearings	100325/6	Vandervell VP431 Glacier M3123S
Big End Bearings	100461	Vandervell VP430 Glacier B4124M
Thrust Washers	100327	Vandervell VPW191 Glacier W2046S
Inlet Valves	100363	Tranco 2594 James 1933
Exhaust Valves	100364	Tranco 2595 James 1934
Top Hose	101466	Harmo 225 Quinton-Hazel RH225
Bottom Hose	200280	Harmo 228 Holdtite M1938
By-Pass Hose	101656	John Bull 309 Quinton-Hazel RH309
Petrol Flexi-pipe	103070	Smiths PFP111 Titeflex GT32
Oil Flexi-pipe	101050	Smiths PFP106 or 107
Fuel Pump	200141	AC1524712 or 7950196

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long term

*Please ring:
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or e-mail:
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btopenworld.com*

Obituary

Tony Beadle, 1943-2012

THE club has received the sad news that Tony Beadle died in January following an operation to deal with a serious heart condition. He will be best remembered for his editorship of Triumph World. We extend our sympathy to his wife and family.

Letters

New cleaning product

Dear John (Oaker),

Please allow me to introduce myself and my business. My name is Ben and I write to you from Kingfisher.

My reason for writing is to inform you that we are currently marketing a new product which I believe would be of great interest to your members.

The product is called "Easy Clean and Waterless".

It is an all in one waterless wash, wax, polish and paint sealant that can be used on cars, bikes, etc. It can also be used to clean chrome, alloy, glass, mirrors and vinyl, as well as a vehicles interior.

This one product will do it all. No need to buy many cleaning products which can become expensive.

Please visit www.gocleaneeasy.com for the details about Easy Clean and Waterless.

As mentioned above, I believe that this product really would be of great interest to your members and it is to this end that I ask if you would be kind enough to circulate our website details to your members.

Best regards

Ben, at Kingfisher.

Tel : 0116 210 6356

www.gocleaneeasy.com



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Mayflowers from Nessonvaux

by Nico Poortvliet, 1059

MAYFLOWERS were mainly built in Canley, Coventry but a minority were completed in other countries like Australia, Sweden and Belgium, built up from completely knocked down kits. In this story we put the spotlight on Belgian built Mayflowers, manufactured at the Imperia car works in Nessonvaux.

The Imperia car works were established in 1905 by Adrian Piedboeuf, in an old gun factory in Nessonvaux, a village east of Liège. Things went rather well for the young company and in 1922 they produced 500 cars. But in the early 1930s it became more and more clear that Imperia had to scale up production to survive.

This aim was realised by manufacturing the Adler Trumpf Junior (under license) as an Imperial model. A good deal, because in the 1930s Adler was the number three car manufacturer in Germany behind Opel and DKW, but before well known brands like Mercedes-Benz and Ford.

Sadly World War II ended this fine era as allied bombers destroyed the Adler works in Frankfurt. Adler would never come back as a car manufacturer and Imperia had to look out for a new partner.

In 1946 Standard-Triumph director Sir John Black was looking for possibilities to boost the export of his cars and a way to save import duties. While Imperia had still a good name as a

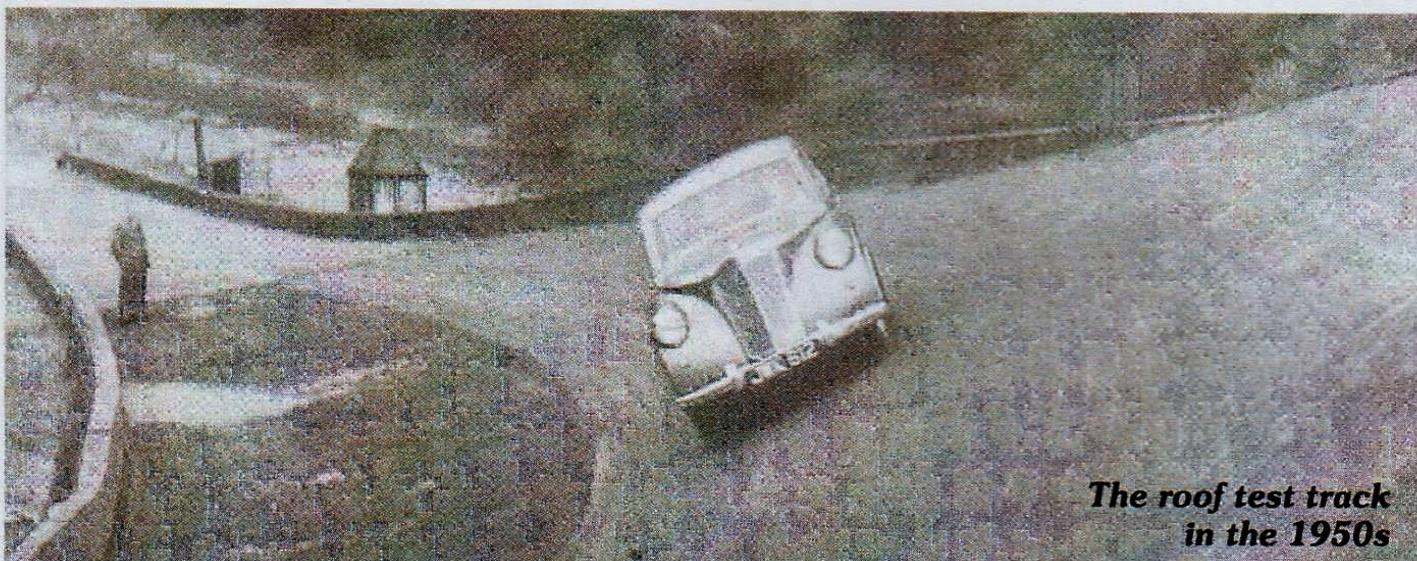
fine car manufacturer, an agreement was rapidly made. Standard-Triumph would provide Imperia with completely knocked down kits of their cars and the willing and well skilled Nessonvaux workers would put them together.

The first model to be manufactured was the Standard 8, soon to be followed by other Standards and Triumphs. All cars were sold as Standards and Triumphs, not as Imperias like in the pre-war Adler period.

Shortly after the production of the new Triumph Mayflower started in Coventry, the first CKD-kits were sent to Nessonvaux. Those big wooden crates with Mayflower parts made quite a long journey: packed in Coventry, first transported by train to a British port, then by ship to the Belgian port Antwerp and finally by train to the Nessonvaux.

Not all parts came from Coventry, some were provided by local Belgian manufacturers. To name some: the tyres came from Englebert in Liège and the window glasses from Securit in Jemappe. The body colours a Belgian buyer could choose from were also different from Coventry cars. Imperia offered a wider choice like dark red, light, medium and dark blue, grey, green and beige. And you could even opt for your own choice of colour, at extra expense of course. The commission numbers of the cars were defined in Coventry, Imperia only added an extra N suffix letter to them.

The Imperia Car Works had no real assembly-line, all cars were built up "by hand" by skilled and motivated workers. All came from Nessonvaux or other villages in the neighbourhood. Mayflower production figures never exceeded four cars per day. That's a low figure but we must keep in mind that Imperia had no exclusive right of selling Mayflowers on



***The roof test track
in the 1950s***



he local market. A Belgian car buyer could choose from both Imperia built and Coventry built Mayflowers! A rather strange situation, indeed.

After completion all Mayflowers were tested on the famous factory road test track. That test track was partly situated on the factory rooftop, made from thick oak planks and with steep curves. It must have been quite a scene, those Mayflowers chasing round the track!

After the Mayflower production had ended in 1953, other cars were produced like the Standard 8 and 10, the Triumph TR2, the very special TR2 Francorchamps Coupé and the TR3. But in 1958 Triumph opened their own Belgian production facilities in Mechelen (Malines) and Imperia was no longer needed. The Imperia Board had no other choice but to close down the factory. For ever.

What's left now?

Some time ago I went for a pilgrimage to see what's left of the Imperia works and the Triumph roots. Well, Nessonvaux was easily found and in the local main street my eyes immediately fell on the characteristic old works gate with the Imperia name proudly in face. Still there, that's nice! But my thoughts about the production halls

about the production halls were less positive: partly demolished and partly still there, in use by some contracting company. One steep curve on rooftop near the works gate is also still there, but in a very sorry state with trees (!) growing just through it. Another steep curve on rooftop, hardly visible from the main street, seems to be in a better nick.

Then I went searching for the Imperia Car Museum, but could not get a glimpse of it. A

helpful young lady informed me that it was in fact in Fraipont, a few kilometres west of Nessonvaux.

There I found it, in a quite humble old building. Inside were about 30 classic cars of all kind of makes, about 10 Imperias among them. Not one Triumph and only two Standards, a little disappointing.

On the other hand, very nice were the photographs, posters and other old trivia. Really finger licking stuff for someone interested in Standard-Triumph (and Imperia) history. A nice (French) book about the Imperia Works history was also on sale. Google with "Imperia Nessonvaux" and you'll find more information.

For me it was a worthwhile trip to Belgium, but being a Dutchman it wasn't too far.

If you want to know more, feel free to contact me at nhrpoort@zeelandnet.nl.



What's left of the old roof test track

Rally news

by the Rally Secretary

THIS YEAR our National Rally will be held once more at Broughton Castle, Banbury on the B4035 on Sunday, July 15.

We are again sharing the event with the Triumph Razoredge Owners Club. The rally starts at noon. There will be the usual back seat memorabilia competition, long distance award and concours etc with prize giving at around 4.00 pm.

There is free entry into the grounds for classic cars. A raffle or tombola will be held so please bring along a prize and help raise some funds for the club.

There will be no tea tent this year but refreshments are available at the castle restaurant

If anyone wants to stay over in the area the hotel vacancies are getting slim because of the Olympics, so get booked up early.

Stoneleigh

Below is a picture I took of Paul Norton's Mayflower at the Triumph Day at Stoneleigh Park in February. The show went well.



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29th JULY

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*

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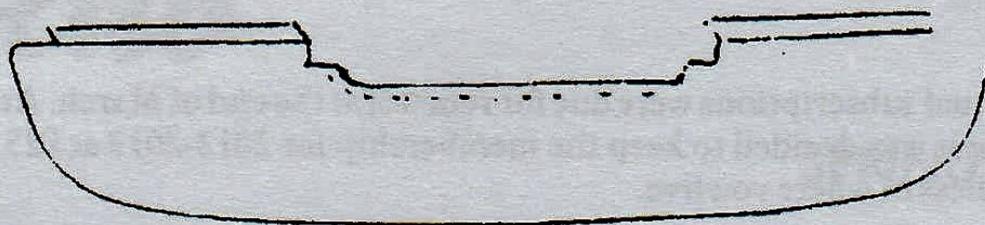
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Classic Car Sills

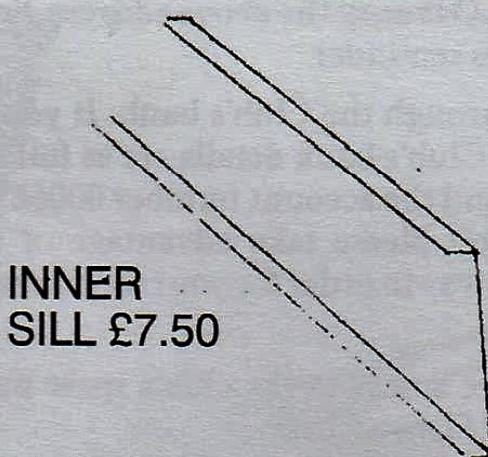
Parts for the Triumph Mayflower



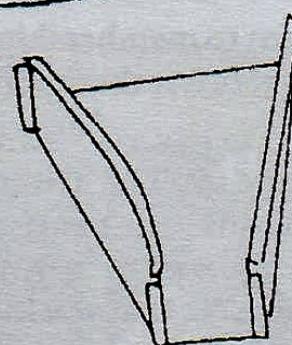
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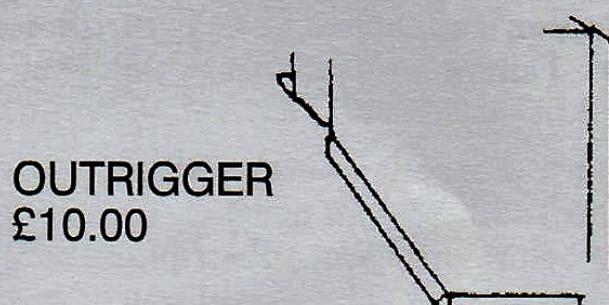
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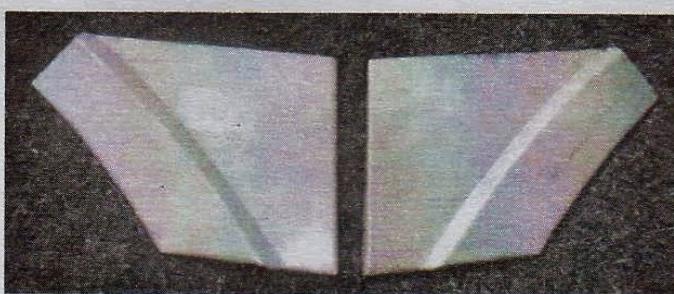
INNER
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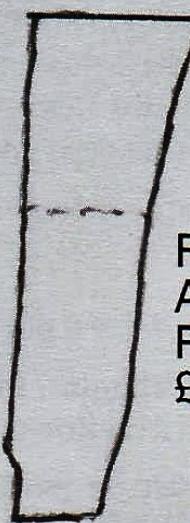
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TRIUMPH MAYFLOWER CLUB

John Oaker

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01-04-12

Dear Member,

Please note that members' annual subscriptions were due for renewal at the end of March. At the 2012 Annual General Meeting it was decided to keep the membership for 2012-2013 at £25 per annum for all members regardless of where you live.

This subscription is to be sent to membership secretary John Oaker, at the above address. Some members have already paid. If this is the case please ignore this reminder.

Some members have elected to pay via "Standing Order" through the Club's bank. If you are wishing to join in this scheme the The Triumph Mayflower Club's bank details are as follows: Horley branch Lloyds TSB bank; bank sort code 30-94-38; and the account number 00066503. If you consider this the easy way to pay your subscription please take advantage of this opportunity, but please inform me that you intend to pay this way in order for your membership to continue smoothly.

Failure to rejoin would mean that you would no longer have access to the club's spare parts, technical advice and would not receive any further editions of *Flower Power*.

For your convenience I have included a return slip with this letter. If you would like your new membership certificate by return of post please enclose an s.a.e. I always e-mail certificates to members where I have an up to date e-mail address. Failure to do so means that your new membership certificate will come to you with the next edition of *Flower Power*.

I am still trying to update the Triumph Mayflower Club database. It is becoming easy to contact members via e-mail, but I am short of, or have old e-mail addresses for many members. Please, either write your address below, and return the slip below with your subscription, or make contact with my e-mail and I can then store your e-mail address. This e-mail way of working helps keep costs down and keeps you in touch!!!

Any problem or uncertainty please e-mail me at johnchoaker@btinternet.com.

Thank you

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Please find my enclosed cheque / money order for £25 membership in order that I continue as a member of the Triumph Mayflower Club until 31st March 2013.

World membership must be paid in some form of £ sterling, as the bank transaction and exchange rates are so silly! If you encounter a problem with this arrangement please e-mail me with the problem and I will do my best to sort it. However, any members in USA or Canada who would like to pay in US dollars could make out a personal cheque payable to John Gogay, spares secretary, for \$41.

Signed _____ Member number _____